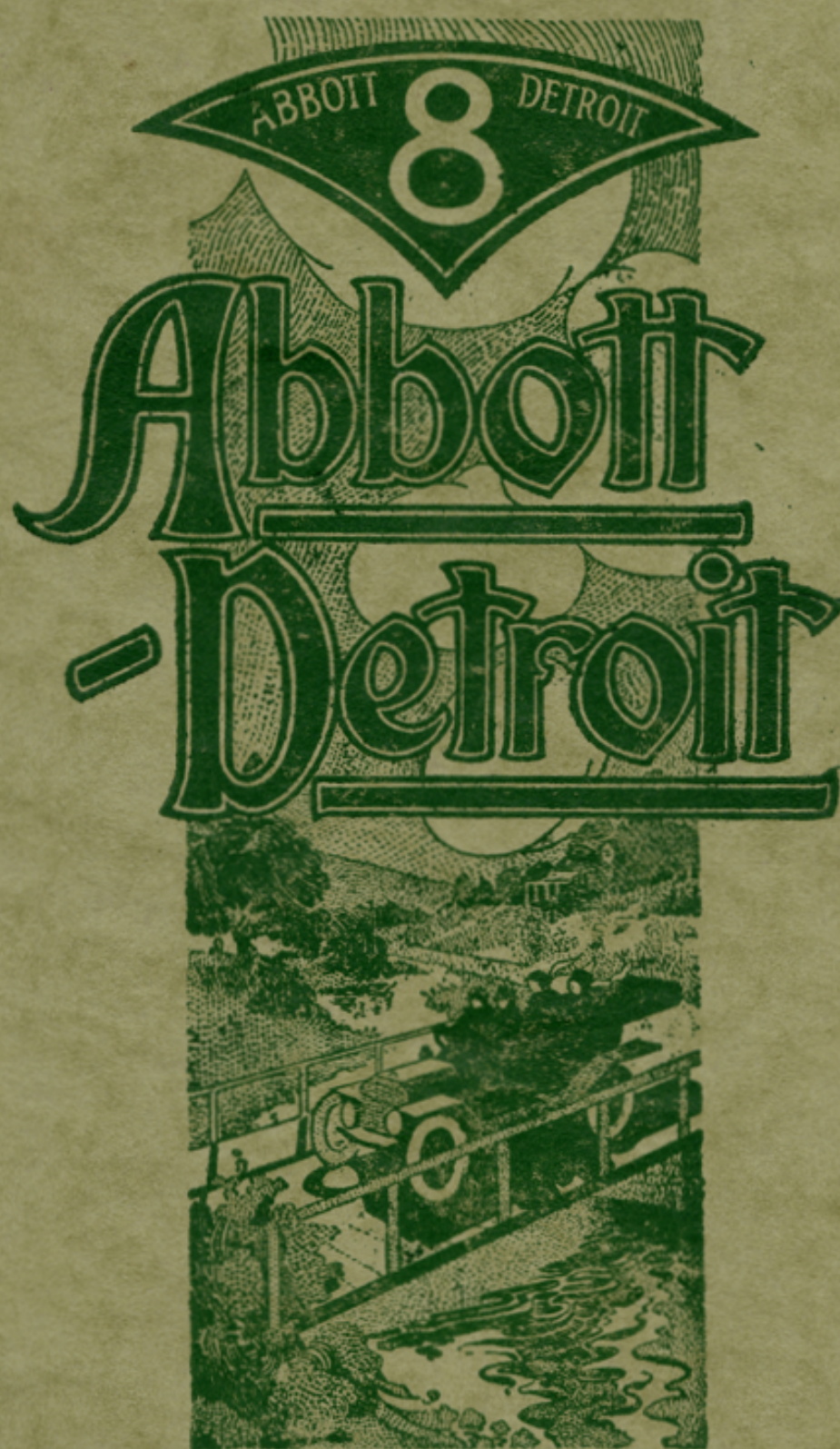


ADVANCE
ANNOUNCEMENT



CONSOLIDATED CAR CO.,
Detroit, Mich., U.S.A.



The
New Model 8-44

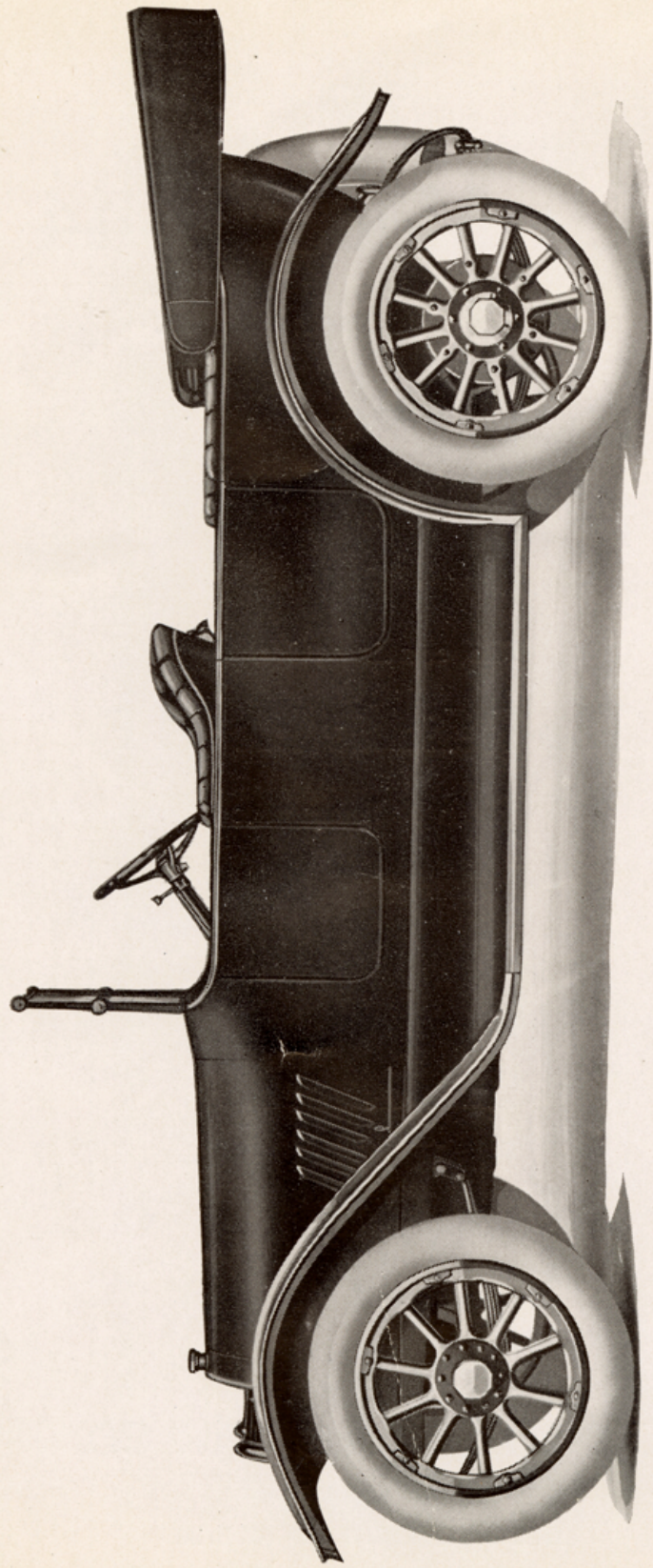
An 8-Cylinder Car at
\$1685

The continuation of
The Reliable Model F
with Refinements

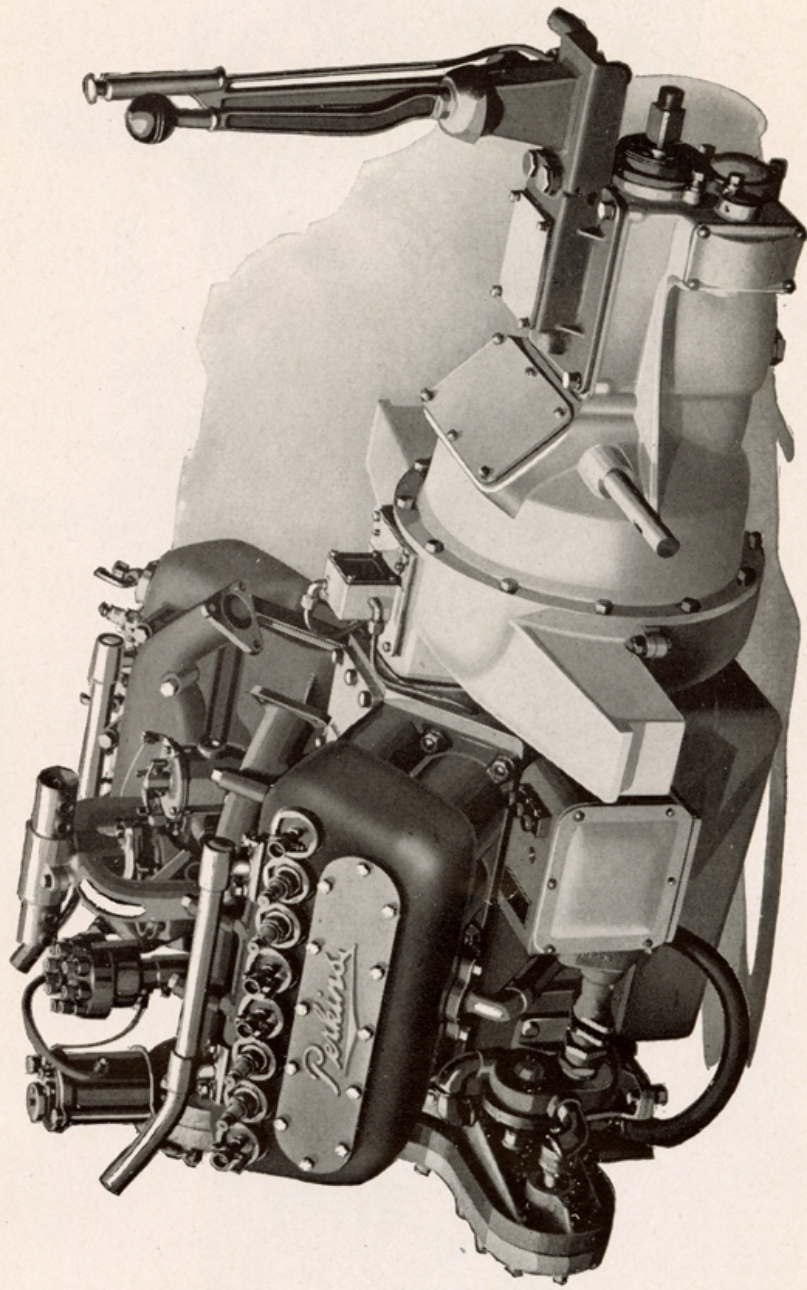
Advance Announcement
Number 8

CONSOLIDATED CAR CO.

960 Lafayette East
DETROIT, MICHIGAN, U. S. A.

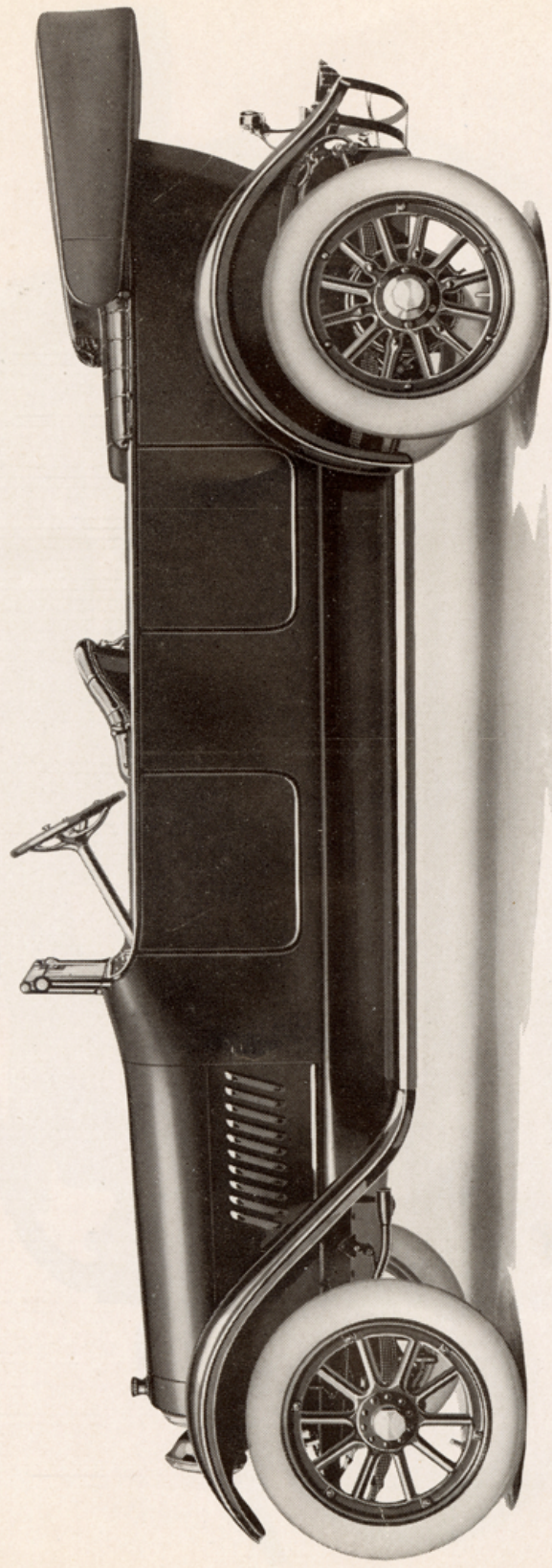


Model 8-44 Eight Cylinder Car, \$1685

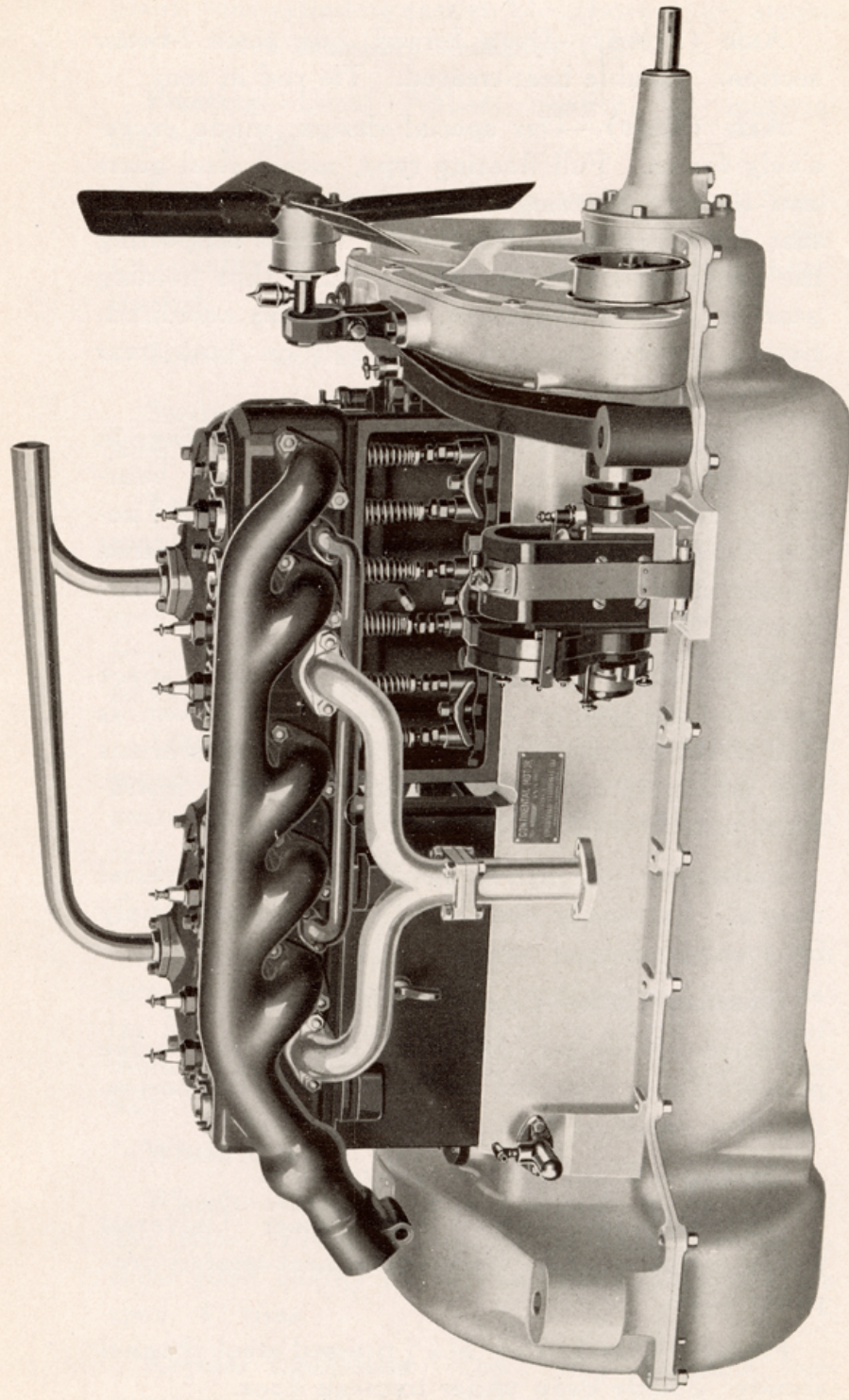


Eight Cylinder Motor, 3 1/8" x 4 1/2"—44 Horse Power

JAN 29 1915



Model F Six Cylinder Touring Car, Price \$2290



Six Cylinder Continental Motor, $3\frac{3}{4}$ " x $5\frac{1}{4}$ "



Specifications of Model 8-44

Axle (Front)—Drop forged, one piece I-beam section. Double heat-treated. Tie rod in rear.

Axle (Rear)—Our special design, made exclusively for us. Full floating type, nickel steel gears and shafts. Housing a steel casting, arranged so that the outer shell and annular frames supporting the differential bearing form a truss, thus holding gears in perfect alignment. All brakes equalized. Brakes contracting and expanding on both rear wheels, 2 1/4" brake drums.

Bearings—Long series Timken roller bearings in front wheels. Large size Schafer imported bearings in rear wheels. Differential bearings are Timken, long series. Motor bearings plain veneered bronze lined with white bronze. Transmission bearings are S. F.

Body—Pure streamline type. Sufficient space provided for comfort and convenience of driver, as well as other occupants of the car. All instruments and indicators set flush in solid mahogany instrument board, within easy reach of driver.

Carburetor—Improved Zenith type. Our special design. Extremely simple. One adjustment only for low speed.

Gasoline Tank—Capacity, 16 gallons.

Clutch—Noiseless dry disc type with twelve plates. Every alternate plate faced with Raybestos. All discs made of high grade alloy steel.

Cooling—Water circulated by pump.

Drive—Shaft drive. Two Spicer Universal joints, metal housed. Nickel steel heat-treated propeller shaft.

Frame—4" x 1 1/2" x 3 1/4" pressed steel channel section; double drop under tonneau door.

Ignition—Atwater-Kent, with automatic advance.



Lubrication—Special forced system.

Motor—Perkins "Eight" with L head, unit power plant, four cylinders cast en bloc; bore 3 1/8", stroke 4 1/2", valve diameter clearance 1 1/4".

Painting—Usual Abbott quality; all material highest grade.

Springs—Underslung spring construction. Semi-elliptic in front; three-quarter elliptic in rear. Extra quality spring steel, oil-tempered and heat-treated.

Starting and Lighting—Remy or Disco system.

Steering Gear—Worm and gear type, irreversible. 18" ebonized steering wheel, special design.

Torque, Truss and Radius Rods—Large spring suspended torque truss takes care of torque of rear axle. Driving done through radius rods. The spring suspension is such that the springs are perfectly free of any end thrust due to application of power to the chassis.

Transmission—Selective; sliding gear type; three speeds, forward and reverse. Chrome nickel steel gears and nickel steel shafts throughout. Gear ratio on direct, 4 to 1.

Tread—56".

Upholstering—High grade leather, filled with special quality curled hair. Cushions and backs extra full, correctly proportioned to afford the maximum of comfort. Cushion springs of special design.

Wheel Base—116".

Wheels—Genuine second growth hickory, artillery type. Finished regularly in natural wood to show good quality of material used. Demountable rims; 4" tires.

Regular Equipment—Top, "Jiffy" curtains, top-envelope, windshield, speedometer, license holder, tire carrier in rear, robe and foot rails, electric horn, pump, jack, full set of tools and repair outfit.



Specifications of Model F

Axle (Front)—Drop forged, one piece, "I" beam section. Double heat-treated. Tie rod in rear.

Axle (Rear)—Our special design, made exclusively for us. Full floating type. Nickel steel gears and shafts. Housing a steel casting, arranged so that the outer shell and annular frames supporting the differential bearings form a truss, thus holding gears in perfect alignment. All brakes equalized. Brakes contracting and expanding on both rear wheels. 2¼" brake drums.

Bearings—Timken long series roller bearings in front wheels. Large size Schafer imported annular bearings in rear wheels. Transmission and differential bearings are Timken long series. Motor bearings plain veneer bronze, lined with white bronze.

Body—Body designs by one of America's foremost designers, following the latest European vogue. No unsightly breaks mar the general smoothness of outline. All instruments and indicators set flush in solid mahogany instrument board, within easy reach of driver.

Carburetor—Improved Zenith type. Our special design. Extremely simple. One adjustment only for low speed.

Clutch—Noiseless dry disc type, with 11" plates. Every alternate plate faced with raybestos. All discs made of highest grade alloy steel.

Control—Left hand drive. Center control.

Cooling—Water-cooled circulation. Centrifugal pump driven by silent chain enclosed in timing gear housing. Cellular radiator.

Drive—Shaft drive. Two Spicer universal joints, metal housed. Nickel steel heat-treated propeller shaft.



Frame—4¼" x 1½" x 3¼" pressed steel channel section; straight with kick-up in rear.

Gasoline Tank—Extra heavy pressed steel, suspended in rear. Heads flanged. Pressure gasoline feed.

Ignition—High tension magneto and coil.

Lubrication—Constant level circulating splash system, operated from auxiliary shaft by multiple gear pump.

Motor—Continental "L" head type. Three point suspension, unit power plant. Cylinders cast three en bloc. Bore 3¾", stroke 5¼". Valves have nickel steel heads (diameter 1⅞"), carbon steel stems, high grade carbon steel cranks and camshafts. All drop forgings double heat-treated. Cams integral.

Painting—Twenty-five separate operations necessary to achieve the excellence we demand in Abbott painting. All materials highest grade. Standard body color black. Special colors furnished at extra cost when ordered.

Springs—Semi-elliptic in front. Three-quarter elliptic in rear. Extra quality spring steel, oil-tempered and heat-treated.

Starting and Lighting—Specially designed self-contained "Electric Auto-Lite" self-starter. Fly-wheel engagement. Capacity 140 revolutions per minute for 30 consecutive minutes. All lamps lighted direct from generator, and when motor is not running current is supplied by automatic storage battery.

Steering Gear—Worm and gear type, irreversible. 18" ebonized steering wheel, special design.

Torque Truss and Radius Rods—Large spring-suspended torque truss takes care of torque at rear axle. Driving done through radius rods. The spring suspension is such that the springs are perfectly free of any end thrust due to application of power to the chassis.



Transmission—Made by the Warner Gear Company. Selective; sliding gear type. Four speeds forward and reverse. Chrome nickel steel gears and nickel steel shafts throughout. Direct drive on third speed. Gear ratio on direct drive 4 to 1. On fourth speed 3.2 to 1.

Tread—56".

Upholstering—Soft leather of extra quality used throughout. Upholstering filled with finest curled hair. Cushion springs of special steel, giving a restful elasticity to cushions and backs. Ample knee space provided for all passengers.

Wheel Base—130".

Wheels—Genuine second growth hickory, artillery type. Finished regularly in natural wood to show good quality of material used. Firestone demountable rims. 4½" tires.

Regular Equipment—Top, "Jiffy" curtains, top-envelope, windshield, speedometer, license-holder, tire-carrier in rear, robe and foot rails, electric horn, pump, jack, full set of tools and repair outfit.

Special Notice—Roadster body furnished on Model F and P chassis. Roadster known as Model G. Price, \$2190. Write for photograph.

